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COUNTRY	Soviet Zone of Germany	REPORT NO.	
TOPIC	Soviet Air Force Units and Airfields in the Schwerin Railroad District 25X1A		
EVALUATION	25X1X	PLACE OBTAINED	CONFIDENTIAL
DATE OF CONTENT	25X1C		
DATE OBTAINED	ED 28 February 1950		
REFERENCES			
PAGES	1	ENCLOSURES (NO. & TYPE)	
REMARKS	RETURN TO CIA LIBRARY		

SOURCE [REDACTED] 25X1X

1. It was learned on 11 November 1949 at the Schwerin (I 54/T 46) railroad district management that the trackage of the Ludwigslust-Techentin (I 54/T 86) airfield railroad siding was to be dismantled for the construction of the Berlin detour. Maj Sharokha was CO of the field.
2. On 28 December 1949 a railroad worker said that the Laerz (I 54/U 33) airfield was occupied by aircraft as before but no construction work or flying was observed at the Kechlin (I 54/U 33) airfield. Soviet CO of Kechlin had allegedly considered blocking the Mirow (I 54/U 33) - Kechlin railroad line and the road parallel to it. It was assumed that jet fighters were shortly to be stationed at the Laerz airfield.
3. On 29 December 1949 a Perleberg (I 54/T 70) resident stated that tank units instead of air force formations had arrived at the Perleberg airfield. Tanks were allegedly parked on the flying lanes cut into the woods near the field.

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[REDACTED] Comment:

a. The removal of the railroad siding to the Ludwigslust airfield which is recorded for the first time is considered credible as, according to other reports, hangars were also dismantled there. Maj Sharokha is unknown.

b. The stated occupation of the Kechlin airfields agrees with other reports. The assumption that the Laerz airfield is to be occupied by jet planes has not been confirmed.

c. The occupation of the Perleberg airfield by a tank unit was confirmed by other sources. No air unit is stationed at the field.

CONFIDENTIAL

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 2001/03/17 : CIA-RDP82-00457R004500460004-2
Next Review Date: 2008

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Document No.	04
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<input checked="" type="checkbox"/> Declassified	
Class. Changed To:	TS S C
Approved	04
Date:	26.06.06
By:	027